

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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SUBJECT Shipbuilding Plans of the Warnow and Neptun
Shipyards

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1. It is intended that the Warnow shipyards in Warnemünde begin the building of cargo ships for the DDR Merchant Fleet. At present repairs are being carried out on sunken ships, previously belonging to the East Prussian Service, which have been raised and towed in. It is planned that these ships, upon completion, will proceed to the Black Sea where they will be used as excursion boats for Russian workers. The interior construction and decoration of these vessels, which are almost complete, confirm their intended use.
2. The ways in Warnemünde which are parallel to the water must be increased in length to accommodate the keels of the planned ships. It is planned to build four different types of vessels at the Warnow shipyards. The engines are to be housed in the stern of each type of ship and it has been calculated that engines of one HP per gross registered ton of ship will be required. A standard type of ship engine has been designed and is under construction in the SAG Buckau-Wolf, Magdeburg. Should the size of the cargo vessels prove too large for one of these standard engines, it is intended that two, or perhaps more, be coupled together. The design of the coupling machinery is not yet satisfactory and experiments are at present being conducted to improve it.
3. The large type of ship whose construction is planned in the Warnow yards will weigh approximately 9,500 tons. Such a ship will have a draft of approximately 28 feet. At the present time, the depth of water in the main shipping channel between Warnemünde and Rostock is only 18 feet. To make the channel navigable for the larger ships dredging operations must increase the depth by at least another 11 feet. At present dredging operations are in progress, but the depth which has so far been attained in Warnemünde is approximately 8 feet short of the required target because the foundations of the pier have not been sunk deeply enough into firm ground. It is expected that the eastern pier of Warnemünde would crumble if dredging increased the depth of the water to 22 feet.
4. To dredge safely to a depth of 29 feet, the whole pier and its installations would have to be moved farther to the east. A conservative estimate of the cost of this work is 3,000,000 DM. At the present time, this amount of money cannot be allocated.
5. The Neptunwerft in Rostock has also demanded that the Warnow channel be dredged to a depth of 29 feet as it also plans to build large cargo vessels. At the present time, the Neptunwerft is used only for the repair of Russian boats.

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